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CLASSIFICATION SECRET/SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Rumania

DATE DISTR. 2 Sept 52

SUBJECT Hungarian Restrictions on Danube Shipping

PLACE ACQUIRED

DATE ACQUIRED

DATE OF IN

SUPPLEMENT TO REPORT NO 50X1-HUM

[redacted]

THIS IS UNEVALUATED INFORMATION

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1. All vessels (except Yugoslav vessels, which could not stop in Hungarian harbors) were inspected at Komarom [4730N-1810E], Budapest and Szob [4748N-1853E], by Hungarian customs officials and border troops. [redacted] Soviet authorities did not inspect vessels at any point on the Danube.

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2. Inspections made by Hungarian authorities were the strictest of any along the entire Danube river; this was especially true at Szob. Upon arrival in any of the above named three Hungarian points, the master of the vessel or his assistant had to declare the freight and personnel at the SDGP (a Soviet shipping company - full title unknown) office (and the Sovrom office in the case of Sovrom vessels). There was a Sovrom office in Budapest only. All vessels stopping in Hungary (except Yugoslav vessels) have to declare the freight and personnel at the SDGP office and at their respective agency's office. Inspection of a four to five barge convoy took, on the average, two to three hours. This included the inspection of the tug and of the personnel.

3. The Hungarian authorities inspected the tugs and the personnel thoroughly for smuggled articles. If the barge's cargo was covered, and the destination was Reni [4527N-2815E], the freight was never examined. Most of the barges were covered with metal lids; [redacted] the Hungarian authorities take off these lids to inspect the freight. If the barge's cargo was uncovered (when the freight was composed of coal, pyrite or bauxite ores) the inspecting personnel shovelled some of the coal or ore to find smuggled articles.

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4. [redacted] the Hungarian authorities intensified their control measures, and no member of the crew could get off a vessel in any harbor in Hungary. Only the master and/or his assistant were allowed to disembark, and then for official reasons only. [redacted] the convoys could tie at the Budapest harbor in front of the Parliament building, but after that time barges had to anchor either near the Csepel island or in the Obuda harbor area. In all cases they had to anchor about 10 m from the quay. [redacted] the crews could leave the vessels for a few hours to visit the town; after that date everybody was restricted to their vessels. Even the master and his assistant could not leave the vessel until the customs' inspection was accomplished. These rules applied to all vessels with the exception of Soviet personnel aboard SDGP vessels, who could leave ship for town on pass.

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5. [redacted] the reason for the tightening of control measures in Hungary. Any foreign vessel or convoys, with the exception of SDGP vessels, were given a guard upon entering the country at Mohacs or Szob. These customs' guards stayed with the convoy throughout the Hungarian portion of the Danube. These customs' guards were in military uniform and were armed with revolvers. There were supposed to have been two such guards on each convoy, one on the tug, the other on the convoy itself (probably on the last barge), but as a rule, only one guard came aboard. Each country except Austria had such guards for foreign vessels and convoys. The Soviet vessels travelled without such guards except in Yugoslav waters. Yugoslav vessels travelling through Hungary were given one additional guard armed with a submachine gun.

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